



SAFETY ADVISOR September 2006

The Navy Region, Mid-Atlantic Public Safety, Little Creek Safety Office publishes the Safety Advisor and widest dissemination within your organization is encouraged. Please post on official bulletin boards and route to your staff.

New Hazardous Material/ AUL Approval and Procurement Process

There are lots of changes in the hazardous material procurement approval process at NAB Little Creek. [COMNAVREGMIDLANTINST 6280.1, Regional Consolidated Hazardous Material Reutilization and Inventory Management \(CHRIMP\)](#) is the guiding instruction for management and procurement of hazardous material within the Mid-Atlantic region. The Program manager for Supply and Logistics (Fleet and Industrial Supply Center (FISC) acts as the [CHRIMP Manager](#).

NABLC HAZMIN Center Closing- NAB Little Creek's HAZMIN Center, building 2117 will be closing effective 31 December 2006. NAB Little Creek and Fort Story departments and tenants will be serviced by the NAVSTA Norfolk HAZMIN Center, building LF-50. NAB Little Creek and Fort Story will be transitioned to the new system by zones (5 zones). Regional HAZMIN Center personnel will give briefings to departments and tenants on the new process during this period. Departments and tenants will be allowed to maintain a 30-day support of hazardous material within their work centers.



New AUL Form- The AUL approval process has also changed to an electronic paperless format. A new PDF format form has been developed and can be downloaded from our website at www.nablc.navy.mil/safety/hazmat/aulchangerequestform.pdf. Once downloaded to your computer, fill out the form and click the "E-Mail Form" button. Be sure and print a copy first for your records, as Adobe Acrobat Reader cannot save your data.

MSDS- An MSDS must be provided with the AUL request. If the MSDS is in the Hazardous Material Information Resource System (HMIRS), please attach a copy of the MSDS in PDF format with your AUL Change Request Form. You can download the MSDS PDF from the manufacturer, printing the MSDS to a PDF file, and emailing both the Request Form and MSDS to both:

- mary.toler1@navy.mil
- gary.p.mcbride1@navy.mil

If you cannot get the MSDS in a PDF format, Regional HAZMIN can scan to a PDF document for you (fax to 444-7298). When they receive your file they will route it through Environmental, Industrial Hygiene, and Safety for approval, and when they receive it back they will notify you via e-mail if the request was approved or rejected.



REMINDER- COMMANDS ARE PROHIBITED FROM BUYING HAZARDOUS MATERIAL WITH GOVERNMENT PURCHASE CARDS- ALL PURCHASES MUST GO THORUGH THE REGIONAL HAZMIN CENTER!

If you need an HMIRS account, go to the DLA registration page at http://www.dlis.dla.mil/Forms/hmiRs_govemployees.htm

If you have any questions about this process please contact Mary Toler at 444-2024 Ext 20 or Gary McBride at 444-7222.

Back to School



It's that time of the year again...most schools throughout the area return to classes on Tuesday, 05 September 2006. Be alert to buses, school crossing guards, reduced speed limits in school zones, and kids waiting at the bus stop.

➤ Bus Stops

- Be alert traveling through your neighborhood, especially in the early morning hours and mid-afternoon. This included the neighborhoods in base housing and on base.

➤ School Buses

- When approaching a school bus with flashing signals or flashing signals and an extended stop sign on a public or private road, you **MUST** stop and **REMAIN** stopped until all children are clear of the roadway and the bus begins moving again.
- You **MUST** also stop if the bus is loading or unloading children and the signal devices are not functioning properly
- You do not have to stop, however if you are traveling in the opposite direction on roadways separated by a physical barrier or unpaved median area.

➤ School Zone / School Crossing

- **SLOW DOWN!!!** The speed limit is usually 25 MPH
- Watch for children crossing the street or playing. Be ready to **STOP**.
- Obey signals from crossing guards.



Emergency Vehicles

As long as we are addressing the rules of the road with back to school; lets take a minute to review what to do when approaching an emergency vehicle (i.e., Police, Fire, Rescue vehicles). Did you know that...

- When approaching a stopped emergency vehicle, you **MUST** change lanes, where reasonable. If changing lanes is unreasonable or unsafe, you must proceed with caution.
- You may not park within 500 feet of where fire trucks or equipment are stopped answering an alarm



- You **MUST** yield the right-of-way to police, fire, rescue vehicles and ambulances using a siren, flashing lights or both.
- Never follow any emergency vehicle closer than 500 feet.
- When police, fire, and rescue vehicles or ambulances approach you using a siren, flashing light or both, you must immediately yield the right-of-way. Pull over to the **RIGHT** edge of the road and stop until the emergency vehicle has passed. Don't follow any emergency vehicle any closer than 500 feet.

- If you are following an ambulance or other emergency vehicle that is using it's lights and/or siren to transport a family member or friend to a hospital do not attempt to "keep up with" or follow the ambulance through the intersection (stop light or stop sign). Pay attention to all stop signs and traffic lights. If you are unfamiliar with the area, ask someone else to drive you, give you directions or escort you. Don't become a victim or cause an accident by trying to follow the ambulance!

- o Regardless of your direction, on an undivided highway, you must pull over to the edge of the road and allow an emergency vehicle to pass.
- o Pay attention to your surroundings and what you are doing in your vehicle. Check your review mirror for approaching emergency vehicles. Can you hear the siren of an approaching emergency vehicle over your radio or CD? Don't let distracted driving slow your reactions. Be alert!



This month we wrap-Up of 24/7 Operation Summer Force Preservation 2006!

Mowing



It was 12-year-old Bill's turn to mow. He was in a hurry so he could join his younger brothers and sisters, outside playing in the yard. As he was mowing, he ran over a toy left in tall grass. The mower threw the toy and it flew across the yard, hitting his sister in the eye. She lost sight in that eye.

Shoes should also provide good traction. A canvas or open toed shoe cannot protect your foot if it slips into the blade.



This example illustrates how easily injuries can happen with lawnmowers. Mower-related injuries are an everyday occurrence. The U.S. Consumer Product Safety Commission estimates that 57,000 operators and bystanders require medical treatment each year for mower-related injuries.

Lawnmower safety is important in rural areas where large yards are common. Mowing and maintenance around farm buildings and equipment is almost a year-round task, often one of the first farm chores delegated to young family members. Because mowing consumes so much time and routinely involves inexperienced operators, safety is a real concern.

Lawnmower safety - How much do you know?

1. How fast can a stick or toy fly out of a lawnmower discharge chute?
 - a) 10 miles per hour
 - b) 20 miles per hour
 - c) 200 miles per hour
 - d) 500 miles per hour
2. Always mow across slopes and inclines when using a walk-behind mower. True or false?
3. What kind of shoes should you wear when operating a walk-behind mower?
 - a) sandals
 - b) canvas athletic shoes
 - c) bare feet
 - d) leather shoes
4. What is the most important thing to do before doing any service work on a mower?
 - a) put on gloves
 - b) drain fuel tank
 - c) disconnect spark plug

5. One gallon of gasoline combined with the correct amount of air is equal to 83 pounds of dynamite. True or false?

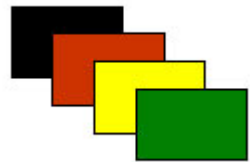
Courtesy: www.safetycenter.navy.mil
[Answers to quiz: 1-c; 2-True; 3-d; 4-c; 5-True]

aware. **24/7**

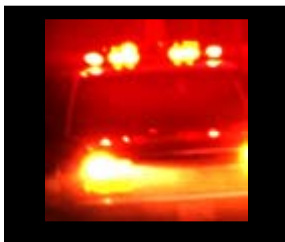


Special Reminder

*With all outdoor activities during our hottest summer months the most important thing you can do for yourself is to **HYDRATE, HYDRATE and HYDRATE!!!** Pay close attention to the posted "Heat Stress" flags and plan your outdoor activities and physical readiness training (PRT) accordingly. For additional information on Heat Stress please visit our website www.nablcnavy.mil/safety and view or download the presentation on "Heat Stress".*



Traffic Safety Statistics



Traffic Death Update

On August 27, a CWO2 from USS *Boxer* was riding his motorcycle with a group when he had to maneuver to avoid a truck that was stopped after a blind curve. He was struck and killed by another motorcycle. On August 21, an ASAA from USS *John C Stennis* suffered fatal injuries in a single-vehicle mishap near Seattle, Wash. He was pronounced dead at 0200 the following day.

[PMV Stats](#) | [PMV Narratives](#)

Navy and Marine Corps PMV Deaths – FY06 to date = 125 (as of 08/22/06)

Coming attractions

...in the next issue of the Safety Advisor

*Fall is here...time to set your clocks back..
Ghosties, Goblins & Long-legged beasts...Halloween
Start planning Holiday Safety Stand-down training..
National Fire Prevention Week..
Tips for starting up your home furnace...*

alert. **24/7**

Future Meetings

11/20/06 – 1300 – DVI Prevention Meeting – Marine Reserve Center Auditorium
11/16/06 – 0930-1030 – Quarterly Traffic Safety Council Meeting – Bldg 3535, Base Chapel (Command Safety Representatives are encouraged to attend.)

Random Thoughts...

If you were in your vehicle traveling the speed of light and you turned your headlights on, what would they do?

"The Deficiency Corner"

Could this be your worksite??? If you have this problem... let's do something about it!!



Problem: Chipping lead paint

Violation: 29 CFR 1910.1025

Solution: Contact NAVFAC(PWD) to have lead paint removed.



Problem: Trip hazard- extension cord

Violation: 29 CFR 1960.8

Solution: Relocate extension cord.



Problem: Driving hazard

Violation: 29 CFR 1960.8

Solution: Contact NAVFAC(PWD)/MWR to have stake removed from roadway.



Problem: Trip Hazard

Violation: 29 CFR 1960.8

Solution: Contact NAVFAC(PWD)/MWR to have stakes removed from potential joggers' path.

Scheduled Safety Training

Motorcycle Safety - Basic Rider Course (BRC):

- 11-12 September 2006
- 25-26 September 2006
- 02-03 October 2006
- 16-17 October 2006
- 13-14 November 2006
- 11-12 December 2006

- For online registration & procedures, visit our website at: <http://www.nablc.navy.mil/safety/motorcycletrainingcourse.htm>
- Classes are generally conducted at 0700 at Bldg 3535 Base Chapel. Participants are to meet in the parking lot at the corner of 5th St. and D St (Lot is located between the Base Chapel and the NEX Furniture Store) See website for map!
- Questions can be directed to Kymm Beaver 462-2199 or LoJean Way 462-2197

Motorcycle Safety – Experienced Rider Course (ERC)

New Course

This is a one day course and will begin at 0730. To enroll in the Experienced Rider Course, you must provide a copy of your BRC card to show you have completed the MSF Basic Rider Course. (Copy of card may be faxed to our office at 757-462-2566.) Class dates will be determined by requests for the class.

Driver Awareness Safety Training (DAST)

This is a one day (4 hour) class in traffic safety to establish & reinforce safe driving habits. This course meets the "Military Personnel under 26 years of age" traffic safety training requirement. Class dates will be determined based on interest in the class and personnel requesting registration.

AAA Driver Improvement Program (DIP):

- ✓ 13 September
- ✓ 27 September
- ✓ 11 October
- ✓ 25 October
- ✓ 08 November
- ✓ 29 November
- ✓ 13 December

- ▷ For registration please visit our web site at: <http://www.nablc.navy.mil/safety/dip.htm>
- ▷ Classes are generally conducted at 0730 on the 2nd & last Wednesday of the month at Bldg 1602, Rm 112 E (Location changes will be announced next to dates above) of each month or as requested.
- ▷ Questions can be directed to Kymm Beaver 462-2199 or LoJean Way 462-2197

- ▷ Per OPNAVINST 5100.12G Navy Traffic Safety Program Instruction requires DIP classes for: All Navy military & DON civilian personnel operating government motor vehicles (GMV). Personnel are required to take the DIP Class if they are required to operate a GMV by job description, PD, a requirement of the specific job, etc. It does not include personnel who operate GMVs such as the CO/XO, person using a GMV to go on travel, etc.
- ▷ All Navy military & DON civilian personnel involved in a crash while driving a GMV (whether on or off government property)
- ▷ All Navy military personnel who have been convicted of serious moving traffic violations (e.g. reckless driving, driving while impaired, speeding, following too closely, failure to yield, etc.) while driving a private motor vehicle (PMV) or GMV (whether on or off government property) All DON civilian personnel in a duty status who have been convicted of serious moving traffic violations (e.g. reckless driving, driving while impaired, speeding, following too closely, failure to yield, etc.), while driving a PMV or GMV (whether on or off government property) (Note- Serious violations are similar to those considered "6-point violations" by the Virginia Department of Motor Vehicles).
- ▷ Offenders, military or civilian, shall successfully complete the American Automobile Association's Driver Improvement Program (AAA DIP) conducted by a COMNAVSAFECEN-approved instructor or other COMNAVSAFECEN approved training or lose installation driving privileges

Thanks to everyone who contributed to this month's Safety Advisor

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